

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Muncie Member Is Driver of Month

By D. E. MAHONEY

With pride we learn that Brother Odell Lackey, of Teamsters Local 369, has been named "Driver of the Month" by the Indiana Motor Truck Assn. on nomination of the McLain Trucking, Inc., of Muncie, by whom Bro. Lackey is employed as driver.

In nominating Bro. Lackey, the McLain Co. vice president, R. E. Carrigan, wrote a letter which was published in the truck association's official magazine, *The Fifth Wheel*, and also published in our Muncie newspapers, and elsewhere, explaining as follows:

"About 10 p. m. on January 9, 1948, while operating company equipment, Odell Lackey was proceeding west from Springfield, Ohio. When he was about one mile north of Williamsburg, Indiana, on U. S. No. 35, he saw a bundle of steel lying in the right lane of traffic. He stopped his unit, put out his safety equipment, and flagged traffic around the steel for approximately an hour until a wrecker could be obtained to move the steel.

"The bundle was eight inches thick, thirty inches wide and about eight feet long.

"In so doing, Mr. Lackey performed an outstanding service to the motoring public, brought considerable complimentary remarks concerning the trucking industry, and undoubtedly saved someone from a very serious accident."

★

The next regular meeting of this local will be held Sunday, March 14, 1948, at 10:00 o'clock a. m., at the Labor Temple, 120 East 18th St., Anderson.

★

Brother William Bussel, at Omar Bakery, Muncie, is the proud papa of a baby boy!

★

William Foreman is on the sick list at Magic City Beverage. Get well, Bill! Let's see your face back on the job!

STEVEN TOTH

News Aplenty at 520

Who waves at small kids and makes them all smile?
Who is the best judge of pretty girls and latest style?
Who saves your life—when you think it's luck?
It's that swell I. B. of T. fellow who drives a truck.

Pretty cute, eh! . . . Dorothy Bond wrote it—I changed it a little.

★

Our heartfelt sympathy is extended to Lawrence Gregory of Norwalk Truck Lines, who lost his son.

★

We also deeply regret the passing away of Ward Innes of Lake Cities Concrete Co. One of the best bosses that we ever have done business with.

★

We receive ten cents per hour increase for our members in the Coal, Lumber and Ice group. This contract will be renegotiated July 1st—on a county-wide basis.

★

Our Scrap Iron contract is opened to negotiate wages.

★

Hugh Gormley addressed our meeting and gave a very good talk on the T-H Slave law.

★

Congratulations to Gale Murrin! I'm sure the action taken at the last meeting is for the best interest of the Indiana Teamsters movement. I also wish to thank all those swell people who worked in my behalf.

★

Having been examined by five different doctors during my recent illness, the verdict was rendered . . . THAT I AM GOING TO LIVE FOR AWHILE.

Motor Express Workers Get Raise

All members of Teamsters' Local 135, Indianapolis, employed by the Railway Express Motor Transport Co. are to receive increases of 15½ cents per hour in pay, by terms of a contract just signed for them by Emmett J. Williams, union secretary-treasurer.

The pay increase is retroactive to September 1, 1947.

Evansville Teamsters 215 Certified Bargaining Agent After Six Months NLRB Delay

Birdsong Heads Grocery Workers Despite Tangle



CLYDE BIRDSONG

State Council Votes Murrin New President

The Indiana State Drivers Council, at its regular February meeting, Elected Gale F. Murrin president.

Mr. Murrin and other officers and trustees who were renominated without opposition were installed in office by Emmett J. Williams, of Local 135, Indianapolis.

Mr. Murrin is president of Teamsters Local 144, Terre Haute.

Other officers installed were Charles Miller, Vincennes Local No. 417, vice president; Clyde Birdsong, Evansville Local No. 215, secretary-treasurer; O. B. Chambers, Kokomo Local No. 759, recording secretary; D. E. Mahoney, Muncie Local No. 369; E. C. Wilkes, Michigan City Local No. 298; and S. W. Helton, Lafayette Local No. 543, trustees.

KATZ SIGNS BURSLEY

RICHMOND—James K. Katz, head of Teamsters Local 691, announces a new contract with the Bursley Wholesale Grocery Co., providing ten cents an hour increase in pay for members employed by that concern.

Hulman Workers Vote 99% for Union Security

Another example of how the Taft-Hartley law operates to restrain the working man from demanding adequate pay for his services is seen in that part of the law which requires a group of workers who want to bargain collectively to go before the National Labor Relations Board and vote for certification of a union as their bargaining agent.

Local 759 Throws Big Party in Peru

PERU—This city on the Wabash, which produced Cole Porter, Hagenbeck's Circus and other wild animal acts, is talking now about the party thrown in Conservation Hall by the Teamsters on a recent Saturday night.

Not that the Teamsters were wild animals. There wasn't even a wolf call heard, for their wives were there and everybody had to behave. But they had a good time, just the same, with cards, dancing and plenty of soft refreshments.

It was the annual shindig of Teamsters Local 759 and there were visiting Teamsters from Kokomo, Teamsters from Logansport, Teamsters from Rochester, from all places covered by the local.

O. B. Chambers, Lee Lantz and other officers of the union are being congratulated on providing a swell party.

Twenty-seven employees of the Hulman Wholesale Grocery Company in Evansville were held up six months after petitioning for an NLRB election before gaining recognition of their union, Teamsters' Local 215.

This election clause in the law was inserted to discourage the formation of unions by making organization difficult. As explained by lawyers for the National Manufacturers' Association who wrote the bill, Congressmen who voted it into the statutes and editors who now apologize for it, the clause was inserted to protect the working man from union domination.

The protection, of course, is the same as Hitler gave Poland. It seeks to throw the worker upon the mercy of his employer, which is vicious enough in (Continued on page 3)

Thru the Door of 144

Terre Haute, Indiana.

The regular meeting of Local Union No. 144 is held the second Thursday of each month at 7:30 p. m. at the Teamsters' office, 213½ South Third St., Terre Haute.

★

Congratulations to Grapette Bottling Co., latest addition to the beverage industry in Terre Haute. We have signed an agreement with this company and its drivers are all members of 144.

★

Our Building Material drivers' contract is open for negotiations, also the agreement with Crane Co.

★

Negotiations for new agreements are now being conducted by Local 144 for Vigo Ice, Inside Dairy employees, Ice Cream drivers and Beer drivers.

★

Agreement has just been concluded with National Biscuit drivers and Warehouse employees with a substantial pay increase and revision on the qualification for vacations.

★

Sorry to hear of the recent death of Cora Bezzy, former office girl at our Bloomington office. Our heartfelt sympathy to the Bezzy family.

★

JUST A REMINDER . . . The Hulman & Co. employees' regular meeting is held the third Wednesday of each month at 7:30 p. m. at the Teamsters' office, 213½ South Third St., Terre Haute.

LABOR HAS A DATE IN '48

Register Now So You Can Vote in November to Elect Your Friends and Defeat Your Enemies

NAM Congs Frame Alibi

The Republicans of the Indiana delegation in the House of Representatives have been called into caucus with Majority Leader Charles A. Halleck for discussion of a proposed joint reply to attacks on their last year's Taft-Hartley law votes, according to Jack Reed, Washington correspondent of *The Indianapolis Star*.

Eight Indiana Republicans of the House all voted for passage of the original Hartley bill as it was presented; all eight voted for the subsequent Senate-House compromise and all eight voted to override President Truman's veto. They were joined in all three votes by the late Raymond S. Springer, whose 10th district seat is now held by Representative Ralph Harvey.

Recently it was disclosed in Indiana that a plan was in process "to raise a quarter of a million dollars to fight the reelection of congressmen who voted for the Taft-Hartley act."

The Hoosier Republicans immediately determined on a joint reply, setting forth an answer and a restatement of their collective position.

A proposed statement was passing from one member to another, as each of them expressed his reasons for support of the bill as passed. Reportedly the statement "doesn't back up an inch" but defends the law, claiming that there has been no major nation-wide, catastrophic strike since its enactment, and boldly declaring it has developed improved labor relations throughout the nation with labor's gains solidified and insured.

The final draft of the joint reply to collective opposition was not to be prepared immediately but the preliminary drafts reportedly had the approval in principle of the eight GOP members who are Charles A. Halleck, Second District; Robert A. Grant, Third; George W. Gillie, Fourth; Forest A. Harness, Fifth; Noble J. Johnson, Sixth; Gerald W. Landis, Seventh; E. A. Mitchell, Eighth, and Earl Wilson, Ninth.

Representative Harvey was expected to concur in some manner, or otherwise express an opinion, but was not included in the collective reply, since he came to Congress after the enactment of the Taft-Hartley law.

If Reactionaries Win

Immediately after the passage of the Taft-Hartley Act, we predicted that little would be done to crack down on the unions until after the next general election. That was, and still is, the Republican strategy. If the reactionaries win in November, Labor will be in for it—and no mistake. Furthermore, the courts, which read and understand the election returns, will, in all probability, hold the law constitutional. If, however, the reactionaries are defeated, and if a number of congressmen who voted for the anti-union act are left at home, the law itself will undergo some drastic changes and the judges of the high courts will not be so ready to approve the plainly unconstitutional provisions.

That's the story. That's the reason for the strategy of the enemies of the unions. However, neither Labor nor its friends in high office want to play that waiting game. That is why certain cases involving vicious parts of the Taft-Hartley Act are headed for judicial decision before the next election.

One section of the law, that which prohibits Labor newspapers from printing the facts about candidates for Congress, seems almost certain to be in the Supreme Court before long. Then we shall see if the constitution, which says bluntly that "Congress shall make no law abridging the freedom of speech or of the press," means what it says.—*Washington Teamster*.

Where Do You Stand?

How do you regard the Taft-Hartley Act?
Are you for it or against it?

Recently, Senator Robert A. Taft and other supporters of this legislation have been making speeches trying to make the public believe that the Taft-Hartley Act is opposed only by labor leaders and that the rank and file of labor union members are really in favor of it.

We think the public ought to know the truth.

That is why we are conducting this nation-wide poll.

This is an entirely secret ballot. We want you to express your honest opinion with perfect freedom. All you have to do is to place a check in the box beside either of the two questions below and mail the clipping to Poll Department, American Federation of Labor, Washington, D. C.

I am for the Taft-Hartley Act ☐

I am against the Taft-Hartley Act ☐

Please mark your ballot above and mail to Poll Department, American Federation of Labor, Washington, D. C.

REGISTER NOW!!

On a Spree With 1-9-3

In Which Swede Carlbon Sees Ghosts From Good Ship Mayflower

By SWEDE CARLBOM

As I loaded a van with household goods at Boston, Mass., the shipper told me that the house where I was to set off his goods was located near Natchez, Miss., on the Duck-Pond road.

It was a large 22-room colonial house, called the Chet Chagrin Mansion, he said, and, not having been occupied for several years, was badly in need of repairs. He had bought it while visiting in the South and expected to live in it after a month or so.

The following morning I started for Natchez and, arriving there in a few days, inquired at a gas station how to find the Duck-Pond road and the Chet Chagrin Mansion.

The astonished attendant exclaimed, "You mean that haunted house?—That Chet Chagrin—haunted mansion?"

That was the first I had heard that the house was haunted, and I asked what he meant.

"Spooks, Stranger, spooks galore," he said.

The Duck-Pond road was a beautiful old highway, lined on both sides with tall, sturdy oaks, their branches protruding over the road, forming long, winding tunnels. From the limbs hung long drapes of gray Spanish moss, which swept the top of my van as I drove through.

About 12 miles down the road I found Lester Hawkins' store and observed a number of colored folks sitting around on benches. I inquired of Mr. Hawkins about some help to unload at the house, but he said that would be out of the question, as no one would dare go within a mile of the Chet Chagrin mansion. I looked at the colored people. They shook their heads in unison. Some got up and took off with trembling fear, the whites showing in their eyes.

So, alone I drove the two miles of winding road. The mansion was set off the road in an old grove. It was very large, three stories high, grayish white with faded green shutters, all closed. A tremendous porch surrounded the front, with huge, fluted columns, crowned with Corinthian capitals, running up to the second floor, supporting a massive porch roof.

Driving up a half circular driveway, I stopped in front of the house, got out and stepped onto the porch. Facing me were tall, very ornate carved double doors. Opening the door with my big brass key, it squeaked on its hinges like the door in "Inner Sanctum."

As I stood there in the semi-darkness, wondering whether to explore farther, something brushed against me, something light, like a curtain. It made me drop the big brass key. As I stooped to pick it up, something brushed against my white cap and swept it off my head. The cap rolled in the dust.

Provoked, I picked it up quickly, and looked in all directions, but couldn't see or hear anything.

To let in the sunshine, I went to the porch and opened all the shutters. One fell off, while my back was turned, with such a bang that it frightened me.

Back in the house, I could now see everything more clearly. The large rooms all had high ornate ceilings from which hung old crystal chandeliers, the sparkle of the prisms somewhat dulled by dust.

As darkness came on and I was carrying a table through the hall, I thought I heard a strange chuckle. I stopped to listen, but could see or hear nothing. I lit the candles in the chandeliers and resumed my work. Again I heard the chuckle, this time much louder. I stopped rigid in my tracks. I looked up and, lo and behold! In front of me, on the wide staircase, sat three white figures.

They were clad in drapery, white gauzy shrouds from head to foot. They arose in unison, and their shrouds fell in many folds around them. The awesome figure to the right lifted a draped arm. He, or it, was a tall thing, measuring over six feet. Through the thin gauze over its face I thought I discerned a pair of lively, piercing eyes.

He, or it, spoke, "Welcome to the Chet Chagrin Mansion, stranger."

Petrified, I stood in my tracks, still holding the chair. I stammered "T-h-a-n-k-s," then managed, "Who are you people?"

At the word "people" the three of them chuckled and laughed. The tall one spoke again:

"We are not people. We are official spooks assigned to harass people gone bad."

He then introduced himself as "Slondy"; the figure next to him as "Pourkley" or "Porky" for short, and the one on the left as "Yolinda." Yolinda was apparently a lady spook, bulging out in the right places. Through the gauze over her face I saw faintly a pair of gleaming, feverish eyes. The eyes rather fascinated me. She chuckled, the same chuckles I had heard twice before.

Slondy bade me sit down in the chair I was holding, and as I did so the three resumed their seats on the staircase. Then Slondy related a tale that took us back some 300 years. How these three came over on the good ship Mayflower; how they took up land, each one for himself, and became very prosperous trading with the Indians; how one Chet Chagrin, who arrived on a later ship, became envious over their success in the new land.

Chet Chagrin, through schemes and cunning, acquired all their property and possessions, plus Pourkley's beautiful wife. He wronged Yolinda and then in fear of detection, ambushed them one by one, and let them have it with his muzzle-loader. He dumped them into a deep well, throwing heavy rocks after them to be sure none came back up.

The story related how Chet Chagrin, regardless of his wickedness, grew rich, acquiring much land with fine mansions, town houses and business places—and how Slondy, Pourkley and Yolinda were assigned as spooks for the Chagrin family; to harass them for generations to come. How Chet Chagrin finally died, a haggard old man, and his wife a jittery bundle of skin and bones which jumped and quivered long after her death. How the three stayed on as spooks for generations until the last of the Chagrins died at the Natchez mansion, which a great-great grandson built, after moving from the haunted land in the East, thinking he would find peace for himself and family, which he did until Slondy, Pourkley and Yolinda also moved in at the Natchez mansion.

Right now a shutter dropped off and landed on the porch with a loud bang. The three disappeared, with a patter of feet up the staircase. After a bit, Slondy peered around a corner and asked in a shaky voice, "Gee whiz, what was it?"

I told him it was only a shutter which fell. And all three came back and resumed their seats. It consoled me to know that spooks also got scared.

Slondy now explained that their time was up at the Chet Chagrin mansion, seeing that a good man was moving in. They were assigned, he said, to spook farther south in Louisiana, in a mansion called the "Zarkees House," occupied by a family of loan sharks, who for generations had bled many thousands of people, causing miseries and suicides.

So I offered to let them ride with me to Louisiana and their new home if they would help me unload the rest of my goods. They agreed enthusiastically. Slondy said he was experienced, as he had unloaded furniture from the Mayflower at Plymouth Rock, and Yolinda could check off the stuff as it came in.

As I handed Yolinda the check sheet, she came very close. A cold, clammy arm snaked around my neck. I found myself looking into those gleaming, feverish eyes. She drew me close to her. I felt

Oregon Opens Driver Clinic

PORTLAND, Ore.—Teamsters and truck owners of this state last week officially opened a Professional Driver Clinic in Portland.

The clinic, regarded as one of the most modern and thorough in existence, will further enable the state to clinch its bid for national safe-driving honors through regular physical examinations of the professional truck drivers.

Jack Schlaht, secretary of Teamster Local 162, which is approving the clinic, pointed out that the purposes of the examinations will be solely to correct physical defects which may exist in the drivers.

Particular emphasis will be placed upon eye condition. Other tests include medical examinations, X-rays and coordination checks.

an icy breath upon my face. She pressed a kiss upon my cheek. It felt like I was smacked with a cold raw oyster. It did not thrill me a bit; on the contrary, I got the shivers. She said she loved to embrace human beings—they gave her warmth. I said I needed all the warmth myself, as I was up in age. She said she understood, and relaxed her hold. But before she let loose, she planted another long, lingering cold raw oyster smack over my lips. That was the coup de grace. The circulation in my system stopped. I became rigid with cold. For a few moments I thought I would turn into a spook myself. As the lady spook took her seat on the staircase, she chuckled. It was a pleasant chuckle. She must have been enormously pleased.

While the he spooks were lugging a trunk through the hall, another shutter fell off with a tremendous bang. They dropped the trunk and all three disappeared as by magic. Again all I heard was a patter of feet up the staircase. Yolinda was the first to reappear. She was trembling with fear and said she was glad to leave the place, as it was undoubtedly haunted.

Of course, it would be against company regulations to carry passengers, but these three promised to keep invisible and, after all, they were not people, so I let them ride with me to Louisiana and to the Zarkees place, which turned out to be a very large house near Lake Charles.

They stepped out, bidding me good bye and wishing me luck. I did not see them walk up to the house, but heard a door bell ring.

A tall, rather stern-faced man came out, evidently Mr. Zarkees. He looked up and down the porch, but saw no one. While his back was turned, Slondy, Porky and Yolinda made themselves seen to me only for an instant. They waved their draped arms and slunk through the door.

I felt very sorry for Mr. Zarkees, and took off.

4,796,399 New Cars Sold In 1947 by Auto Makers

DETROIT—The automotive industry turned out 4,796,399 cars, trucks, and coaches in 1947, the Automobile Manufacturers Association reported.

The total exceeds 1946 by 55 per cent, and was topped only by 1929's factory sales of 5,358,420 units and 1937's 4,808,974 cars, trucks and coaches.

The Right to
VOTE
Is Your
Priceless
Heritage
Don't Fail to Use It

Watch the Other Driver on the Road

Safety Expert Says Beware Bad Example

By WAYNE M. TIMMONS
Coordinator, Fleet Safety Program,
Public Safety Institute,
Purdue University
In The Fifth Wheel

Those who drive motor vehicles upon the public highways as a vocation will meet and pass many thousands of fellow citizens during the ensuing months of 1948. Isn't it their responsibility to operate vehicles in such a manner as to avoid being involved in a traffic accident with these thousands of highway users?

But, a driver may say: "How can I be held responsible for avoiding being involved in a traffic accident, considering all of those motorists that I may meet upon the highway during the remaining months of this year? After all, the driving public consists of all types of man-kind: those who have poor vision; those who possess physical deformities; those who lack knowledge of the laws regarding motor vehicle operation; those who possess a poor attitude and lack respect for the rights of other motorists using the highways; and those who become intoxicated and try to drive a motor vehicle, just to name a few of the kinds of people I may meet."

Driver's Responsibilities

Perhaps a driver can't be held completely responsible for avoiding all traffic accidents. However, he can be held responsible for operating a vehicle in such a manner as to maintain complete control of it at all times, regardless of road, weather, or traffic conditions. As a result of his driving experience and constant attention to the actions of other drivers, he can be expected to watch for mistakes of other drivers on the highway and do what he can to compensate for them. He can be expected to clearly signal his intentions of changing direction of travel to all others who may be affected by such change. He can be expected to recognize possible traffic hazards in the making and maneuver his vehicle in such a manner as to prevent physical contact with vehicles or objects on or alongside the roadway. He can be expected to be courteous and cautious; to obey the laws; to refrain from taking foolish chances; to give others the right-of-way, even if he might be legally entitled to the right-of-way. If he does these things, the possibility of his being involved in an accident during 1948 is very remote.

Will this type of driving pay dividends?

In answer to that question we might cite the records of numerous drivers who have driven a commercial motor vehicle for ten, 15, or more years without being involved in an accident. How were they able to develop such a record? The roads they traveled are the same roads that others traveled. The weather conditions they encountered were the same as those which other drivers endured. The density of traffic undoubtedly was as great and the types of drivers making up that traffic were as good and as bad as is normally found on our crowded highways. Consideration of all these factors would indicate that the driver possessing such a record has been able to adjust his driving technique to avoid conflict with other vehicles and other objects. The difference between such a driver and those who are involved in accidents consists mostly of the skill and technique that each has developed through his driving experience. Thus, accident-free operation is primarily the responsibility of each driver.

As further evidence of this fact, recent statistical data regarding the fatal accident experience on the Pennsylvania Turnpike reveals that more fatal accidents occurred per mile of vehicle travel than the

A DEAD MAN CAN VOTE AGAINST YOUR UNION; CAN YOU VOTE FOR IT?

(EDITORIAL)

Are you going to vote in the coming city election? You won't vote if you are not registered. And, there are many thousands unregistered. How about you?

The only way you can exercise your right to vote as an American citizen, the only way you can vote for people who will not pass vicious and restrictive laws, is to get your name on the registration books.

It's futile to talk about getting the vote out, if the voters are not qualified to cast their ballots.

Union members have a tremendous stake in the coming general election, and in the primary as well. State and county officers are to be elected. Congressmen and legislators will be chosen. Because union people did not vote in the last general election, we have the Taft-Hartley Act to contend with—and it is proving every bit as serious and as vicious as we told you it would be.

For instance: anti-union employers are demanding all sorts of elections and trying to cripple your union so that wages can be reduced and union working conditions destroyed. That's a fact! Under this bad law, dead men and those who have left the job are counted in these elections as voting against the union. It's that bad.

Well, what are we, as union people, going to do about it? Defeat our enemies? Yes, that's obvious, but we cannot do that unless our people are registered.—Washington Teamster.

Don't Buy Unlabeled Bread, Says Wilkes

MICHIGAN CITY—E. C. Wilkes, head of Teamsters Local 298, says he has been informed that Timba's bakery in LaPorte is putting on the market bread which is neither union made nor union delivered.

If so, Timba's bakery is on the do-not-patronize list for people of LaPorte county, he said, adding:

"Union persons are asked to buy only labeled bread, in order that they will know what they're getting, and thus play fair with the bakeries which cooperate with organized labor. Wonder bread and Kroger's bread, both sold widely in that area, are union."

average for the nation. According to a recent issue of *Transport Topics*: "Figures for the first six months of 1946 placed the Turnpike death rate at approximately 14 for every 100,000,000 vehicle miles, while that for the nation's highways was ten and the rate for Pennsylvania highways generally was eight. A chart for the period from September 1, 1940, to June 30, 1946, shows that while the national and Pennsylvania rates were declining, that for the Turnpike was mounting rapidly." This condition exists despite the fact that the Turnpike is one of the most modern highways ever constructed, from the aspects of safe highway engineering. Every effort was made to eliminate those road hazards that have contributed to traffic accidents. These facts point the finger of responsibility for accident prevention to the driver of each motor vehicle.

Indiana is among those states in need of more skillful, considerate, and careful drivers. During 1947 the number of miles traveled in the state increased over the previous year. Unfortunately, the number of deaths occurring upon our public highways also increased. It is estimated that complete tabulation of all deaths resulting from highway traffic crashes will amount to nearly 1,100 persons; nearly a hundred more than met death on our highways during 1946.

Each of us who is a motor vehicle driver has an opportunity to be of material assistance in reducing needless waste of human life and wanton destruction of personal property. The frequency and severity of motor vehicle accidents can be greatly reduced if each and every driver realizes his personal responsibility in the matter and develops a thorough and sympathetic understanding of sound driving principles and practices.

Those who make motor vehicle driving a profession have a chance to set the example in traffic accident reduction.

CLU Installation Attended by Many

GARY—Gale F. Murrin, president of Teamsters Local 144, Terre Haute, and Mrs. Murrin were guests at the dinner installation of officers of the Lake County Central Labor Union in Labor Temple here. Mr. Murrin was former CLU president.

More than 150 delegates participated in installing Fred Schutz as president and other officers. Dinner was prepared by Michael Joseph, noted as a chef in these parts.

Car Conduct

By JAMES J. METCALF
In the Indianapolis Star

The courtesies of driving are . . . so simple and so few . . . That everyone should follow them . . . Without the least ado . . . The signal for a sudden stop . . . Or turning left or right . . . The cutting down of lamps that glare . . . When passing cars at night . . . The patience to remain behind . . . Upon a hill or curve . . . And holding back the epithets . . . That others may deserve . . . They are the courtesies that keep . . . Unpleasantness away . . . And usually they also are . . . The laws we should obey . . . But more importantly they are . . . The courtesies we give . . . That all of us who drive may have . . . A longer life to live.

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Vol. VII No. 6

HARRY HUDSON

Heard and Seen at 716

To all members of organized labor, their families and all friends of organized labor—

LABOR HAS A DATE IN '48.

Be sure that you yourself and all voting members of your family are registered in order to be eligible to vote in the November general election.

The following companies have been notified that Teamsters Local 716 desires to reopen the present agreements now in effect:

General Electric Supply Corp.
Sanborn Electric Co.
Hatfield Electric Co.
W. H. S. Electric Co.
Pure Carbonic Ice Co.
Altevers Trucking Co.
Frank Nard Trucking Co.
Fred Hawk Trucking Co.
Scott Trucking Co.
Heston Dump Truck Drivers.
Cleveland Wrecking Co.
R. H. Marlin.
Contractors Association of Indianapolis.
Andrew Morris Trucking Co.
E. H. Moorman.
Linaburry Brick & Tile Co.

Members of this local union, employed in two plants of the American Aggregates Corp. in Indianapolis, are now working under terms of an agreement reached for them by Edward T. Carlson, president of Local 716; Harry R. Hudson, secretary-treasurer; Glendon L. Anderson, business representative, and a committee consisting of W. S. Dittmore and L. J. Conter, representing the south and north plants respectively. Officers of this local union offer their sincere thanks to the committeemen for their splendid help in the negotiations.

Officers and members of Local 716 were saddened to learn that Brother Wines, driver for the Brannum-Keene Lumber Co., has lost his father by death.

Officers of Local Union 716 and employes of the Indianapolis Paint and Color Co. extend their sympathy to the family of Brother E. T. Smith, who passed away March 4, 1948.

Brother "Mickey" Stanton enters the hospital April 1 for an operation. Good luck, Mickey!

MEETING NIGHTS

Meeting nights for this local union are as follows:
Individual Owner-Operators—first Wednesday of each month.
General meeting for all crafts—last Friday of each month.
Special meetings on contractual matters will be held when necessary.

REPEAL THE TAFT-HARTLEY LAW.

Union Security Won After Six Months

(Continued from page 1)

the minds of all thinking people. But what is more inhuman, the NAM agents in Congress provided a joker by curtailing the NLRB in funds and personnel so that this government agency cannot get around to holding the elections within any reasonable time.

According to Congressman Ray J. Madden, Indiana Labor's sole friend in Washington, other than the ill and aging Ludlow, books of the NLRB have become clogged with 60,000 cases involving such elections since the law was enacted last August 22.

Therefore, when the 27 Hulman employes in Evansville wanted to join Teamsters Local 215 and vote for union recognition in an NLRB election, their case was put on a waiting list in the Indianapolis office of that agency. This was in August, 1947.

The workers were represented by Clyde B. Birdsong, union president; Michael Angel, secretary-treasurer, and D. W. Annis, business representative, who complied scrupulously with every tangle of red tape

devised by the law makers to hamstring a union.

Eventually the case was removed to the regional office of NLRB in Cincinnati and there it remained on file until the governmental agency could get around to holding the election, February 17, 1948.

Thus, after waiting six months, the union was certified as bargaining agent for the Hulman workers.

All during these six months the workers were without a union, deprived of their rights as unionists to demand decent pay and working conditions, or whatever they had decided to ask for.

Theoretically, the workers would abandon their efforts at collective bargaining after a few months and say to hell with a union which couldn't get quicker action—which is precisely what the NAM lawyers and Congressmen had in mind in saddling the country with such an arrangement.

But, according to President Birdsong, the actual vote of 29 employes of the company showed that 27 wanted union security bad enough to hold out for it, even for six months.

ED (MUTT) AND PAUL (JEFF)**The Look-See with 233**

Brother Herb Love, of Holbrook & Zink, had some bad luck recently, when his small daughter suffered first degree burns and was hospitalized. This kind of injury calls for many blood transfusions. These transfusions must be replaced in the blood bank. If any members desire to donate a pint of their blood for the little girl, contact Bro. Higgs or Bro. Heffner, or the Indianapolis City Hospital direct. The girl's name is Carol Ann Love. Any donations of blood will be appreciated, both by Bro. Love and your local union. Who will volunteer, boys?

Well, we got a quart of blood for Brother Love's daughter. Business Agents J. Paul Higgs and Edgar J. Heffner donated a pint each. From the difference in size of them, looks as if Big Ed should have given a quart himself.

We have a new steward in Grocery Orders of the A & P. Brother Orville Richardson was elected to replace Bro. Dale Murphy, who resigned to spend more time on his own affairs. Bro. Murphy has done a fine job and we know Bro. Richardson will fill his shoes completely.

Swift & Co.'s contract is in the making. The boys met and drew up their proposals and elected the contract committee.

JUST A REMINDER—Regular meeting, first Wednesday of each month, 28 West North St., 8 p. m.

As you know—this is your column. If you have any news of interest to members of Local 233, call Riley 8352, or write it out and give it to your business agent.

Brother Lester Spilker is now king of Kingan's—the Spilkers recently had twins. Keep up the good work, Bro. Spilker.

Say, Brothers Elmore and Merrifield of Kingan's: Where did you get that beautiful tan?

It appears that Brother Fletch Bendler, the steward at Standard Grocery, has sold his Brother Ray on the idea that two can live as cheaply as one. Anyway, Bro. Ray Bendler took the fateful step. Officers and members of Local 233 hope you have 100 years of happy married life, Bro. Bendler!

~ISFL Starts All-Out War On T-H Law

Organized labor in Indiana began its all-out drive to repeal the Taft-Hartley law when nearly 1,000 AFL union representatives from all parts of the state met at the Claypool Hotel in Indianapolis February 21-22 and established an Indiana unit of the nation-wide Labor's League for Political Education.

The campaign will be financed by voluntary contributions of \$1 each from union members and their friends.

The convention, arranged by the Indiana State Federation of Labor as its Mid-Winter Political Study meeting, elected Carl Mullen, president of the State Federation, and John Acker, secretary-treasurer to head the league.

Program of the league will be directed by the Executive Board of the State Federation, together with a 22-member committee, two from each congressional district.

Pat Hess, head of Teamsters Local 414, Fort Wayne, is a member of the Executive Board, while two Teamster members of the committee are E. C. Wilkes, of Local 298, Michigan City, and Glen H. Rabanus, of Local 543, Lafayette.

Among speakers at the convention were Pat Hess, Charles Miller, of Teamsters Local 417, and O. B. Chambers, Local 759, Kokomo.

Reporting for the Fourth District, Mess, a vice president of the Federation, said only 60 per cent of the workers voted in the last election. Meetings don't mean a thing, he said, if the workers aren't registered and go to the polls. He added: "We are now organizing throughout the district. We will take care of our own territory. I think we'll do a thorough job in the Fourth District."

Lota Wyman, South Bend, Unit-

Yellow Taxi Boss Dies in Evansville

EVANSVILLE—Funeral services were held February 7 in the Tuck funeral home at Central City, Ky., for Raymond Edwards, age 40, shop foreman for the Yellow Taxicab Co. here, who died suddenly at the home of his father-in-law near Central City. The Rev. H. F. Bingham of Cleton Baptist church, officiated at the services. Burial was in Rose Hill near Central City.

Mr. Edwards, who was a member of the Taxicab Drivers Local No. 11, had been working for the Yellow Cab Co. about four and one-half years, starting as a mechanic. Three years ago he was given charge of the entire garage.

He is survived by his widow, Pauline; son, Bobbie Earl, of Evansville; his father and stepmother, Mr. and Mrs. Walter Edwards, of Central City; and a brother, James.

40,000 VETS HELPED

WASHINGTON—The Veterans Administration announced that nearly 40,000 veterans of World War II received \$154,000,000 in GI farm loans through December 31, 1947.

ed Garment Workers, said preliminary steps for organization are now being drawn up. She is working closely with E. C. Wilkes, Michigan City Teamsters, she said.

Walter Mason, legislative representative of the AFL in Washington, declared that the 80th Congress has directly or indirectly repealed every piece of legislation of benefit to the workers passed in the last 60 years.

He charged that the Taft-Hartley law is an accumulation of "30 vicious anti-labor bills" and flayed the present Congress as one "concerned about only a select few."

One optimistic note was sounded by Mr. Mason. He said he was convinced that the Taft-Hartley Law would prove to be such a boomerang that those responsible for its enactment will be back seeking its repeal.

Anti-Commie Pledge Due Every Year

Robert D. Malarney, attorney who is advising the Indiana State Drivers Council on legal aspects of the Taft-Hartley law, explained at the council's February meeting that union officials must file anti-communist affidavits not once but every year they remain in office.

"Section 9(H) of the Labor Management Relations Act of 1947—the T-H Law—" he pointed out, "provides that each officer must file an affidavit disavowing communism, which shall be valid for a period of 12 months, regardless of the term of office. Thus, an officer elected to a two-year term must file a new anti-communist affidavit 12 months subsequent to his original filing."

Mr. Malarney answered another question thus:

Q.—Must a local union be certified by the National Labor Relations Board before the board will conduct an election to determine whether or not the local union is authorized to negotiate for a union shop?

A.—The only instance in which the local union must be certified in order to obtain the union shop election is where the employer refuses to recognize the union as the bargaining agent.

In all other instances where the employer does so recognize the union, the board will process the local union's union shop petition without regard to prior certification. The most common case is where the employer has a current contract or a history of previous contracts with the local union and consequently does not refuse recognition.

These answers were based upon an examination of the law and the procedure of the National Labor Relations Board, Mr. Malarney explained.

Heart Attack Fatal to Bowman of No. 362

HAMMOND—A trustee of Teamsters Local 362 for seven years, Harold Bowman, 53, 4936 Walnut St., died of heart attack in his home on February 8.

Funeral services were held from the Neidow Funeral home.

He is survived by his widow, Ann Bowman; a daughter, Betty Saye, and a son, Robert.

Brother Bowman was employed by J. Artin & Son. Officers and members of Local 362 offer deepest sympathy to the Bowman family in their time of grief.

Before joining Local 362, Bro. Bowman was active as an officer in the East Chicago Teamsters Local 520.

Three New Rooms Provided In 28 North St. Basement

The Building Committee of Teamsters Hall, 28 West North St., Indianapolis, has renovated the basement and reclaimed from previously unused space two meeting rooms and a room to be opened for the convenience of Teamster members seeking employment. This room for the members will be available every morning, Monday through Friday, 8 a. m. to 11:45 a. m.

S. W. HELTON**It Happens to Be—543**

We have been asked many times why news from 543 does not appear each month in our *Indiana Teamster*. The reason: NO news! So bring in your news items, as other members like to read them.

Once upon a time not SO long ago a group of guys got together for a friendly GAME. The next day one of these guys came out with a new pair of BRITCHES bought with his winnings. A night or two ago this same group met again for the SAME purpose—results as follows: PAID FOR HIS BRITCHES.

NEWEST DRIVER A GIRL

Glen Rabanus, president of Local No. 543, led us to believe some time ago that he was going to have a new member for us. But when Mrs. Rabanus presented this member he turned out to be a SHE. The young lady arrived Friday, February 20, and is doing fine and will be known as Miss Karen Elaine Rabanus. She has an older brother and sister to assist mama, to say nothing of papa, in spoiling her.

We have signed a new agreement with the Milner Provision Co. of Frankfort, gaining a nice wage increase and improved conditions.

Won our first shop condition election for Ingram Richardson drivers with no dissenting votes. Six others are in the process but not yet completed.

Wayne Anstead is building a new home on State Road 25. He is with the Sunshine Farms Dairy.

Local 11 Evansville Re-elects Officers

EVANSVILLE—Robert F. Ohning has been installed as trustee of Taxi Cab Drivers Local No. 11 for the three-year term. A former CLU president and union official, Mr. Ohning has refrained from entering contests for office during the last few years.

All officers excepting trustee for the long term will continue for another year.

They are Henry W. Mullins, president; William Marshall, vice president; Lloyd Rhoads, secretary-treasurer, and Martin Winiger, recording secretary.

Hold-over trustees are Carl Lawson and Roy R. Carrier.

Trucker Policy Is More Courtesy

Ed J. Buhner, president of the American Trucking Associations, Inc., says his major objective for the coming year will be to "achieve sharp and substantial improvement" in the highway courtesy and safety performance of the trucking industry.

"Truck drivers, as a class, he maintains are still the best drivers on any street or highway. But, as a class, they aren't good enough. Too many individuals, among them, are driving in such fashion as to haul down the average instead of boosting it, and too many in top management are permitting it to continue.

"So far as the public is concerned, every truck is a part of the trucking industry. Every truck driver, whether he is a farm hauler, a contract, cartage or common carrier, or just the kid from the corner store driving a light pickup, is a part of this industry; and we rise or fall in public esteem in direct response to his conduct.

"As an industry, we have to take the blame for improper performance of every truck in the land, whether it belongs to the organized segment of the industry or not. That's a pretty harsh responsibility, but I don't think we can dodge it."

★ ★ ★ ★ ★
Register Now So You Can Vote in November
★ ★ ★ ★ ★

Mullen Tells Joint Council To Get Busy

Teamster leaders of five southern Indiana locals, meeting in the annual dinner of Teamsters Joint Council No. 76 in the Alpine House, Evansville, February 13, listened to a pep talk on the coming election, by Carl Mullen, president of the Indiana State Federation of Labor.

The honor guest told the representatives of several thousand Teamsters to get busy and help send a representative to Congress who would work for labor and not for the National Association of Manufacturers.

Clyde Birdsong, president of Teamsters Local 215, presided. Other locals represented were No. 11; Evansville Taxicab Drivers; No. 417, Vincennes; No. 582, Evansville Ice Wagon Drivers, and No. 644, Princeton.

Employment Peak Highest in History

WASHINGTON—Nonagricultural employment scored the greatest monthly gain of the year during December and reached the highest level ever recorded in the nation's history—43,944,000, the Bureau of Labor Statistics reported.

Persons holding nonfarm jobs totaled a million more than in December, 1946, the BLS reported, with manufacturing industries accounting for slightly more than half of the increase.

Poor Corporation Losing Its Money

SOUTH BEND — Morris Sayre of New York City, president of the National Association of Manufacturers, told members of the South Bend Association of Commerce this week that corporate profits are inadequate rather than excessive.

LABOR HAS A DATE IN '48

Register Now So You Can Vote in November to Elect Your Friends and Defeat Your Enemies